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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

The repairs to the D. W. Rust, in Globe drydock, will be completed this week.

The schooner Niagara tows this season with propeller Kasota, of the Wilson Transit line.

The tug P. L. Smith got a general overhauling, new shaft and wheel on Smiths boxes.

The steamer William Chisholm, with 2,057 tons of ore from Escanaba, made the run to Cleveland in fifty-one hours.

Captain C. Z. Montague, last season master of the schooner Southwest, has been appointed mate of the new steamer New Orleans.

Our excursion people will again be favored with the fine steamers Pearl and Alaska this season. They will run between Cleveland, Detroit and the Islands.

The New Orleans, Captain Cotterell, M. Jamison, engineer, arrived on Saturday with ore, from Escanaba, towing the schooner R. Hallaran. Her coal consumption is small.

The steamer Pearl commences excursions from Cleveland, Kelley's Island and Put-in-Bay the 10th of this month. She touches here both ways. The Alaska, after June 10, makes six trips instead of three a week.

Captain Meacham, of the barge Burnside, who had symptoms of congestion of the brain, has turned his boat over to the mate and has gone to his home on Kelley's Island. It is to be hoped that he will recover in a short time.

The Bay City Tribune says: D. Leuty, a Cleveland vessel owner, contemplates placing the steamer D. Leuty and consorts in the lumber trade from Bay City to Buffalo, at 50 cents per thousand with a view of restoring rates.

Freights are stiffening up all along the line and it would not be surprising if $1.00 per ton was paid on coal before the season is much older, others improving in sympathy. It has been quite dark for our interests but it is not natural that such a condition should prevail.

The schooner Niagara, Captain John Connor, left for Ashtabula May 20 at 9 p. m. with 1459 tons, of coal, reached Duluth and unloaded and left Duluth on the 28th for Two Harbors where she took on 1462 tons of ore, and started for Cleveland May 30 a. m., arriving here June 3d at 8 a. m., after laying in the canal one night. Considering delay of 34 hours as noted above the round trip was made in 302 hours.

The tug Quayle, with the schooners Zach Chandler and Commodore have arrived at Buffalo. The barge Peck, recently in trouble at Bay City, where she received damages to the extent of $1,600, arrived here Sunday. She will take coal to Lake Superior, and will be picked up by the Quayle on her return.

John Kurtz, a sailor on the schooner Mary Lyon, was knocked overboard and drowned while the vessel was passing the Chicago crib, in tow of the tug Protection about 12 o'clock Thursday night. Kurtz had been ordered aft to assist in taking in the mizzen sail, with other members of the crew, and he was standing upon the cabin when the vessel lurched heavily, and caused the boom to swing inboard. Kurtz was struck in the head and knocked overboard. One of the crew threw a life preserver to him, another signaled the tug to stop the vessel. By the time this was done, however, the Lyon had got some distance beyond where poor Kurtz went overboard, and when a search was made for him he had disappeared altogether. The vessel's colors were at half mast all day Friday. Kurtz was a Cleveland man. He leaves a family. The failure of the Lyon's crew to rescue him was partly attributable to the fog which hung over the lake at the time of the accident.

The schooner Guiding Star, Captain L. C. Cole, which is in port, is under contrat for six trips, coal, to Lake Superior at 50 cents, and ore back at $1.10.

CHICAGO.

Special to the Marine Record.

The barge Skylark, coal laden, arrived Sunday last, from Charlotte, Lake Ontario, in tow of the steambarge Buckeye, with her bulwarks on the starboard bow stove in, and five stanchions broken through, having been in collision with one of the abutments in the Welland canal.

The schooner Driver, Captain Dan Miller, made a trip last week from this port to Muskegon and back, loading and bringing over a load of lumber from the latter port, in a little over forty hours.

The propeller Clyde had a slight collision with the schooner Saveland, lying at the South Side Gas House dock last Friday. Very little damage was done.

Myron Henderson, aged forty-three years, a single man, first engineer of the propeller Avon, died suddenly at 3 a. m., Tuesday, of heart disease, on board the Avon. He had been suffering from lung disease for some time, but retired the night before seemingly pretty cheerful; and awoke a short time before his death and requested to see Captain Phelps who, seeing that he was very sick, immediately went for a doctor, but before the captain returned with the doctor the poor fellow had gone to the haven from which no traveler returns. This was his second season on the Avon, prior to which he was on the propeller Newburgh, and he was on some of the Union Company's line boats and other boats for some years before and was very much respected as a good engineer and faithful employe. He usually resided at Buffalo during the winter, and was employed at the King Iron Works. His friends reside in Canada.

The splendid steamship J. H. Devereux, Captain Thomas Wilford, which arrived here on the 27th, with 2,100 tons of coal, from Cleveland, on her maiden trip, discharged her cargo at the South Side Gas House Company's dock, and left for Escanaba Saturday afternoon to load iron ore for Cleveland. Coming up the river on her arrival she was the admiration of all observers, and several captains who had sailed on salt as well as fresh water, proclaimed her the finest looking steamship on the lakes. She was built by the Globe Shipbuilding Company at Cleveland, and is as complete as modern improvements can make her. She is of iron and steel, and her water tight bulk heads and compartments render it impossible for her to go down. Quincy Miller, chief engineer, on my interviewing him, stated that her engine and machinery and steam windlass and steam steering gear worked with the utmost precision, and to his entire satisfaction. She will be a large carrier, and will average a speed of about ten miles an hour. G. A. Simpson, the Cleveland compass adjuster, was on board, and Captain Wilford was greatly pleased with the success attained by him in adjusting her compasses for local attraction, which was a very difficult task on a ship of her construction.

The Dunham Towing and Wrecking Company's tug, T. T. Morford, arrived in port on Sunday with the schooner Moselle, recently ashore at North Point, North Bay. Considerable difficulty was experienced by Captain Moody and his excellent crew in getting her off, stopping her leaks, and bringing her to this port. She was taken to one of Miller Brothers' drydocks, where the load in her hold will be taken out, and she will be examined and her damages made good.

Grain freights are 1¼c. on corn, and 1⅜c. on wheat to Buffalo, with a good demand. Lumber freights do not improve, and owners are not in much haste to charter, hoping rates will improve.

The propeller Philadelphia, of the Anchor line, got her wheel broken Sunday evening when passing through the north draw of State street bridge, by coming in contact with an old pile. She was towed to 22d street to unload.

At the Chicago Drydock Company's dock the schooner White Cloud was in to get a leak stopped; the schooner Tempest for calking; the tug Rebel to stop a leak; the schooner Lem Ellsworth got new hatch combings; the schooner Ida Keith had her top sides calked; the steambarge Coffinberry and the schooner Mediator got some repairs; the schooner G. A. Marsh a new fore topmast and some repairs; the Nassau her top sides calked.

At Miller Brothers' drydock the schooner Mary E. Cook got a new jibboom; the tug Prindiville was in for calking; the tug Commodore was at the derrick and got her stern bearing fixed; the schooner R. B. Hayes got some repairs; the canal boat B. & C. was at the derrick getting her stern bearing fixed; the schooner Horace Taber got some new plank, stanchions, covering board, bulwarks and rail; the steambarge Shrigley some repairs and a new gaff; the schooner Lavinda for some outside plank and calking; the schooner Penokee for calking her bottom and top sides; the Chicago sand and gravel scow for calking; the barge Lone Star for some calking; the schooner yacht Countess got a new jibboom; the schooners C. P. Minch and Otter some repairs; the schooner Radical a new jibboom; the tug J. H. Hackley went to derrick and got her stern bearing fixed.

The tug Alpha has been laid up, and Captain M. Driscoll will at once assume command of the tug Paddy Murphy, of the Chicago Tug line.

Captain Frank Butler has been placed in command of the V. O. T. Company's tug A. A. Carpenter, and Captain Patrick, who formerly commanded her, has taken command of the same company's tug E. P. Ferry.

The passenger and freight propeller City of St. Joseph, Captain Alexander Elton, is making tri-weekly trips between this port and South Haven, and is doing a good passenger business. The prospects for a large crop of fruit on that side never looked more encouraging, and will bring a large amount of business during the fruit season.

Custom house record of sales and transfers June 3: The steam canal boat, B. & C., of Lockport; bill of sale, whole, $5,500; the Singer & Tallcott Stone Company to David Corneaux.

Collector Spaulding, by order of Assistant Secretary Fairchild, will assume full responsibility in the C. P. Minch duty case.

WILLIAMS.

OSCODA.

Special to the Marine Record.

The tugs Laura Gibbs, Lark and Ella May are now doing duty at Au Sable, and vessel men trading there are handled in first-class style.

The stevedores who have been on a strike at Oscoda and Au Sable have resumed work on the docks at the rate of 30 cents per hour, price which is being paid at this port.

A large sized pony pump has been placed on the fan tail of the tug Laura Gibbs, owned by the Oscoda Salt and Lumber Company, and she will act as a fire tug at Oscoda.

Carkin, Stickey & Cram have received the contract for dredging a number of slips at Oscoda. S.

RACINE.

The Union Steamboat Company's propeller Blanchard, bound from Buffalo to Milwaukee, with a cargo of merchandise, ran by her port of destination during the fog Saturday morning and brought up on Racine North Point. The tug Knapp of this port pulled her off three hours after. She is uninjured, and when released immediately steamed for Milwaukee where she arrived about noon. An examination shows that she is uninjured.

PORT ARTHUR.

A telegram announces that Captains J. and T. Donnelly have succeeded in raising the City of Owen Sound, and that now she is at Sault Ste Marie.

CHEBOYGAN.

The tug Leviathan passed up Wednesday with the leaking schooner Mary Collins, which stranded near Prentiss Bay. Her cargo was taken off, but on being released she waterlogged. The tug takes her to Manitowoc. One pump is kept working to keep her free.

BUFFALO.

Special to the Marine Record.

The fourth crib for the new breakwater extension has been sunk and two more will be sunk before the end of the week.

The schooner Thomas Parsons is being converted into a lake barge at the Union ship yard.

F. J. Dunford, of Port Huron, arrived here on Sunday evening to look after the damages which the schooner Alverson sustained in the collision with the Wabash steamer A. L. Hopkins, on her maiden trip from Duluth, grain laden, in tow of the steamer Australasia. The Alverson was found to have suffered the loss of her starboard cathead, her main and monkey rails were split and two timber heads broken off. Captain Morrison and Reed concur in the belief that the fault is with the Hopkins. It is not known here how much damage the latter boat sustained.

The propeller Onoko has arrived with 87,400 bushels of wheat. This is 9,000 bushels more than were ever taken out of Duluth in one bottom.

The propeller Arakes, which has just been extensively repaired, is now ready for business. She will tow the L. W. Drake and Golden Rule, coal laden, between here and Racine at 65 cents.

Coal shipments by lake from this port for the past month aggregated 1,226,620 tons, a decrease of 34,400 tons from last year for the same period. As the total shipments for this season are to exceed those of last, shippers will have to bestir themselves presently. Grain receipts this season show an increase of 302,960 bushels over last year, and flour an increase of 7,700 barrels.

The steamer Keweenaw, Captain John Sloan, is expected here Thursday.

A telegram from Port Colbourne says the schooner North Cape took refuge in that harbor on account of a leak.

There are about a dozen owners representing, it is said, all the steam tonnage of this port, moving in the organization of the vessel owners' association. Pamphlets containing constitution and by laws will be circulated as soon as ready. No effort has been made to increase the number of members here. The object of the company is to correct the abuses which weigh down the commerce of the lakes and to show cause why Congress should legislate thereon.

The case of the Thames and Mersey insurance vs. Lorenzo Dimick for $4,975 for the alleged reinsuring of a wrecked vessel, has again been postponed. The case will probably never come to trial.

The advance of ten cents on coal freights has had a very encouraging effect on vessel men, and several charters were made at 70 cents to Milwaukee and Chicago, as was predicted in the RECORD last week.

A large coal contract has been made with the Northwestern Fuel Company at Green Bay, which will give employment to the propellers Russia and Colorado.

The directors of the new ferry company have ordered a new tug and barge and will begin operations about the 15th of July. The boats are to cross the Niagara river.

Seth P. Bliss, a resident of this city, and a prominent lumber merchant, doing business at Tonawanda, died after a week's sickness, of heart disease on the 2d inst. Funeral on Thursday.

The new elevator at Duluth has already sent in two short cargoes. The propeller City of Rome came in with 136 bushels of wheat short, and the schooner H. D. Alverson 113 bushels short.

Captain Martin Niland, who has sailed the Japan for a number of years, has assumed the same position on the China, vice Captain McDougall resigned. Captain John Dunn, first mate of the Japan, has been advanced to the command. I.

Vesselmen

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MARITIME LAW.

COLLISION CASE.

U. S. District Court, Philadelphia. May 13. 1885.

Butler, J.

Suit brought by the barge Boney Carpenter against the schoonor John I. Brady, of Philadelphia, was decided against the latter vessel.

The suit by the barge was to recover $1521 losses, incurred by having been sunk by the schooner on April 25, 1883, in a collision at the entrance to the Delaware and Chesapeake Canal at Delaware City. North of the entrance to the canal lock is a long pier. Moored to the pier were three barges and a tug boat lying abreast. The Boney Carpenter was the outside boat. The tide was low, and as the barges were placed a good distance in from the end of the pier, their hulls were not visible to vessels coming down the river. The smokestack of the tug could, however, be seen projecting above the pier and a derrick on one of the canal boats was visible. The tide was ebb, and a stiff breeze was blowing from the Northwest. The schooner John I. Brady came down the river, and as she rounded to for entrance into the dock, her bow struck the Carpenter and stove in her side, which caused her to sink. On the other side of the entrance, leaving a space between herself and the barges, was the schooner William & James, which had grounded on the mud flats.

For the damage done the Carpenter brought suit. For the barge it was argued by Messrs. Driver & Coulston, that the schooner should have seen the smokestack and derrick, and should not have luffed into the dock in the manner she did. Her duty was to have anchored in the river, or if proper care had been exercised in her steering she could have entered the dock after taking observation of the condition of things.

The defence by Henry R. Edmunds, Esq., for the schooner was, that the barge was not properly moored; was not lying parallel with the pier, but was obstructing the entrance to the dock by lying across it in a diagonal position.

Judge Butler in deciding in favor of the barge, said:

"The burden of proof is on the respondent. Running into the libelant, the respondent must report a presumption of negligence, or make good the loss. She has sought excuse by appealing to her situation at the time and her efforts to avoid collision. I find nothing in these circumstances, however, tending to relieve her. She knew that the William & James was aground on the southern side of the channel, or entrance to the canal, materially in the way. She knew also that the boats habitually lay along the pier at the northern side of the entrance; saw, as she came down the river, the stack of the tug there, and should have seen the derrick of a barge, and have anticipated the presence of other similar vessels by her side; and in the condition of the tide and direction of the wind she could not have attempted to enter without careful reconnoissance and ascertainment she could do so with safety. It seems quite plain that the collision resulted from the fact that the mind of her master was so intent upon the danger threatened by the situation of the William & James that he failed to observe any precaution respecting the opposite side. Thus, with his eyes upon the grounded schooner, he ran close to the northern side taking his jib, and allowing his mainsail to remain partially up, that his vessel might readily swing round into the entrance. His purpose manifestly was to keep as far possible from the William & James. This calculation and manœuvre might have answered but for the presence of the barges at anchor on the other side. He seems, however, to have made little calculation for the effect of the tide and wind, which swung his stern to far down and brought his head around toward the northern pier. With his mainsail up and the tide ebb, this is precisely what he should have anticipated. If the situtation was such that he could not have attempted to enter, there was nothing in the way of anchoring outside or running by. He therefore, was clearly in fault.

"Was the libelant also in fault? If she was, it was for lying by the pier when struck. She came through the lock at 12 o'clock the previous night and was made fast to the tug by means of an intervening boat for the purpose of being towed away. This was in pursuance of the usual custom and was unobjectionable at the time. The William & James grounded on the opposite side a short time before the collision. The most that can be said is that she should have moved as soon after as was reasonably practicable. Her situation was such that it would seem unreasonable to hold that she should have moved before the collision occurred. Other boats lay in front, and there was not room in front and there was not room in the rear. She was properly fastened at bow and stern, and, with her companions, lay as near the wharf as practicable. The allegation that her stern was swung off toward the channel is not supported by the proofs. What the respondents' witnesses say respecting this is evidently mere guessing, while the testimony on the other side is positive and conclusive. The blow parted the stern line, and then the tide swung her round. I do not see, therefore, how she can be held to be in fault. It is true that the master saw the respondent coming down the river and did nothing to warn her of the situation, but he had no reason to doubt that she understood it as well as himself.

"Nothing further need be said. The respondents must answer for the damages. A decree will be entered accordingly."

TREASURY DECISIONS AFFECTING VESSELS.

Department of Justice,
Office of the Solicitor of the Treasury,
Washington, D. C., April 4, 1885.

Sir: I have considered your letter of March 25, 1885, relating to tonnage-tax levied on vessels under act of June 26, 1884.

This act decreases duty in tonnage on all vessel entered in any port of the United States, and authorizes the president to suspend, by proclamation, collection of so much of the duty imposed by the act on vessels entered from specified ports in excess of taxes imposed on American vessels by the government in which such ports are situated.

It appears that tonnage duties have been collection from the time when the act took effect on vessels entering from the specified ports up to date of proclamation indicating such ports as the ones whence vessels could enter free of duty.

You ask whether such duties can be refunded.

It is clear from the words of the act that the duty must be collected on vessels entered from specified ports until it is known to the officers of the Government that such vessels are exempt under the act. These officers can only be informed on this point by the proclamation of the President, based on evidence satisfactory to him. It follows that up to the time of the proclamation the collision of duties on vessels exempted thereby was proper.

I am of opinion therefore, that such duties cannot be refunded.

To Hon. Daniel Manning,
Secretary of the Treasury.

FERRY-BOATS CARRYING SEALED CARS NOT REQUIRED TO TAKE OUT LICENSE TO UNLADE AT NIGHT.

TREASURY DEPARTMENT, April 30, 1885.

Sir: The Department is in receipt of a letter, dated the 6th instant, from Mr. D. Magone, in which he represents that it is the practice at your port to require masters of ferry boats plying across the St. Lawrence river from Brockville, in Canada, to Morristown, in your district, and *vice versa*, to take out special licenses, under sections 2871 and 2872, Revised Statutes, (article 1448, Regulations for unlading at night.

Mr. Magone states that such ferry boats carry railroad cars to and from Canada; that they arrived at all hours of the night; that taking out such special license necessitates much trouble and expense; and that, in his opinion, the practice is not required by the said statute.

The Solicitor of the Treasury, to whom the question was referred, expresses the opinion that such ferry boats carrying sealed cars do not come within the scope of said provisions of law, and are not required to take out special licenses for unlading at night.

In this opinion the Department concurs, and you will, therefore, be governed accordingly.

To collector of customs, Ogdensburg, N. Y.

DEATH OF CAPTAIN PERRY.

Captain C. Perry, who was well and favorably known, died at Toronto on the 20th. Some years ago he built the steamer Bowmanville at Portsmouth, and sold her to the Americans during the war. Previous to his death he was secretary of the underwriters' association. The disease which carried him off was an acute attack of Bright's disease of the kindeys. Captain Perry came of an English family, who emigrated to Montreal in 1832. In that year his father died in that city during the cholera plague. Mr. Alfred Perry, a prominent citizen of Montreal, is a brother of the deceased. Captain Perry was for some years purser on the Highlander and other steamers running on the lakes, and afterward built the steamer Bowmanville and sailed her for many years. He was also the owner of the steamer Her Majesty. Afterward he was captain of steamers running from Collingwood to Fort William. He leaves three sons and two daughters to mourn his loss.

ABOUT WORKING SIGNALS.

CAIRO, ILL., May 27.

Special Correspondence to the Marine Record:

While it is true that a marine hospital is not a good place from which to return thanks, for I am suffering from the breakbone fever, malaria, old fashioned ague, in fact every species of miasmic affection known to the Galenic school of medicine, and do not feel like drifting into enthusiastic and complimentary expressions, yet first and foremost I want to return to those generous gentlemen from the lake board my warmest thanks and appreciation for the magnificent purse that came to-day by the American Express Company, addressed to me. Not a word was written to indicate that mortal hands had arranged the green documents; yet from the unique manner in which the inscription was placed upon the huge envelope, I am forced to the conclusion that the package was sent by that royal gentleman, R. Doty, of your city. In fact, I guess that gentleman wrote the address, and undoubtedly used the "starting bar" of some big beam engine.

I have been interested very much by the study of the code of signals as adopted by the infallible(?) board of supervising inspectors, and with my western backwoods ideas, I am lost in wonder that it should become necessary to resort to law to settle a question of that nature. In all the many streams and rivers flowing into the Mississippi river, the one general system of signals, or as we say here bells, prevails, with some slight variations that originate more generally with the pilot than as the result of custom. Each stern wheel boat has two bells The stopping bell is also used as the go ahead bell, while the backing bell is also the slow bell. For instance, the engines being inactive the ringing of the stopping bell starts ahead strong, while the ringing of the backing bell while thus in motion slows down the engines. If stopped, and the backing bell rings, the engine backs; an additional bell backs slowly.

The only variations from this general rule, as said before, are slight, as for instance, in the Missouri river only one bell is used to back, while in the other rivers two are used. Again, some pilots desire that you follow the slow bell *i. e.*, if your engine is going ahead under a slow bell and is stopped, then when they come ahead again they want you to come ahead slowly, which on side wheel boats, when there are two bells for each engine sometimes leads to slight errors; while other pilots want the stopping bell to kill everything, and when the engines are again started that they be started strong, as we never work slowly only as we get a bell to do so. In all the rivers quoted, to set the engine to backing kills all other bells and when they are again turned ahead it is strong unless otherwise directed.

The perusal of an extract from the Utica (N. Y.) Herald, of a telegram from Cape Vincent, detailing how Captain John Cook guided the steamer Jessie Bain on a recent trip, by means of a common oar, his rudder having been carried away, reminds me of the story they used to tell on Captain "Billie" Keith, who at one time piloted the side wheel tow boat Francis Fisher, in the St. Louis harbor, and who, it is said, run her three weeks without any rudder, steering her by her wheels alone. At any rate he could almost drive a nail with her.

THE SECOND ENGINEER.

WORK OF THE LIGHTHOUSE DEPARTMENT.

Quite an amount of work is going on just now in the way of building new lighthouses and changing some of the old ones. At Sand Beach the light at the southern entrance to the harbor is being pushed to completion and will be lighted in about two months. It will be a flashing white light of the fourth order, situated on an iron tower, and there will also be a ten inch fog whistle at the entrance. At Grand Marais the frame of a new lighthouse is all ready. It will be a pierhead light of the fifth order, and there will also be a fog bell operated by machinery. The light is about one hundred miles from Duluth, and will probably be in working order by July 1.

The lighthouse engineer is now arranging for the title to the land on which to establish two sets of range lights along the rapids of the Sault Ste. Marie River, near Round Island. These will be small lights on poles. The government is now trying to purchase Pipe Island near Detour, and a light to range with that on Frying Pan Island will be established. These lights will be a great help to mariners entering and leaving the Sault Ste. Marie at night. The pierhead light at Superior City has been abandoned owing to the fact that the pier is about 4,000 feet long, and the expense of constructing an elevator walk to the light was considered too great. A gas machine will be established at this point, so that when it is too stormy for the keeper so go out it can be kept burning continually until the weather moderates. This is a comparatively new arrangement, but it works very satisfactory in Maumee Bay, where it has been in operation for some time. The present light on the mainland at Superior City will be abandoned when the pierhead light goes into operation, which will be early in July, Port Sanilac is to have a general coast light of the fourth order, to be completed this season

The light at the mouth of the Detroit River will probably go into operation about July 4. It will be of the fourth order, in twenty-two feet of water, situated west and south from the present Bar Point lightship, and will be supplemented by a fog whistle. Cleveland pierhead light will probably be finished this season. It will be of the fourth order and supplemented by a fog bell. A new keeper's dwelling will be built at Sturgeon Bay and another at the Sault Ste. Marie Ship Canal. The contract has just been let for new fog whistles at Duluth and also at Poverty Island. The latter will be in operation next fall. A new pierhead light of the fifth order will be lighted about the middle of July.

BILLS OF LADING.

Vessel owners have begun to agitate the bill of lading question, and during the next session of Congress an effort will doubtless be made to have the form of the iron-clad bill which is used at present changed so as to lessen the liability of vessels in cases of shortage. Railroads make out their bills to deliver more or less, but the vessel owner must deliver every bushel of grain called for by the bill of lading, and if there is a discrepancy he must pay for the shortage. Of course if the cargo overruns the vessel owner gets the best of the bargain, but it seldom happens so. It is the ambition of vessel owners to get a law passed which will require them to deliver only the amount of grain loaded into their vessels. In order to prevent abuses and steals the shippers can seal the vessels' hatches as soon as they are battened down, just as the doors of freight cars are sealed, and a man appointed by them can open these seals when the cargo is about to be delivered. Thousands of dollars are paid every year to shippers for grain which was not loaded into vessels, and in that way a portion of her earnings is lost to the vessel.

LITERARY NOTICES.

THE JUNE CENTURY—In pictorial and literary features the June Century is not behind recent issue in timeliness and general interest. A finer portrait than that of Sir John Herschel (the frontispiece, engraved by T. Johnson) has rarely been printed in The Century. Two other full page portraits, of William, the father, and Caroline, the sister of Sir John, accompany Professor Edwin S. Holden's authoritative paper on "The Three Herschels." Amusement and information are mingled in Eugene V. Smalley's second paper, "In and Out of the New Orleans Exposition," and the illustrations, by Kemble, are full of character and humor. Mr. Howells's "Rise of Silas Lapham" grows absorbingly interesting as a crisis arises at the same time in the love affairs of the daughters and in the prosperity of Lapham, who tries speculation, with the usual result. In the May Century McClellan's Penisular Campaign was treated broadly by the leading commanders on both sides. In the June number special events like the disaster to the Confederates at Beaver Dam Creek and the terrible battle the next day at Gaines's Mill are particularly described by General D. H. Hill; and by General Fitz John Porter, who gained great credit for his manner of fighting two-thirds of the Confederate army with a little more than half the number at Gaines's mill General Imboden contributes a striking anecdotal paper on "Stonewall Jackson in the Shenandoah," describing the famous Valley campaign, which had an important bearing on the the withdrawal of McClellan to the James river. In "Memoranda on the Civil War," Colonel J. W. Bissell describes the ingenious methods adopted in sawing out a channel above Island Number Ten, which led to the flanking of that Confederate stronghold on the Mississippi.

ST. NICHOLAS FOR JUNE contains the opening chapters of "Sheep or Silver?" a new serial by the late W. M. Baker, author of "His Majesty, Myself." The illustrations will be furnished by James C. Monks and Henry Sandham. The other serials are carried on in interesting installments: E. P. Roe, in "Driven Back to Eden," keeps abreast of the season with pleasant accounts of outdoor work and play; J. T. Trowbridge tells how "His One Fault" involves the hero in still more trouble: Lieut. Schwatka gives a further account of the sports and occupations of "The Children of the Cold;" and Edmund Alton, in "Among the Law-makers," informs us how senate-pages and senators have a great deal of fun in and out of hours. Haydn is the subject of the third "From Bach to Wagner" sketch.

L'Arte de la Mode, published by Mr. L. S. Morse, 6, East 14th street New York is the most elegant fashion book that comes to out table and we warn all mariners, who do nor receive good freights to beware of it as the illustrations are irresistable.

Jordon, Marsh & Co. Boston, Mass. sent out the most complete spring and summer fashion catalogue that we have seen. In fact it would not be policy for any lake captain or editor of a marine newspaper to take one of them home with him.

The Secretary of the Treasury has issued a circular to all customs officers that the appropriation for defraying the expenses of collecting the revenue for customs will be exhausted by the necessary payments for May, and directs them that no expenses for June collections can be made until Congress shall make an appropriation therefor.

Subscribe for the MARINE RECORD.

PENFIELD BLOCK Co.,

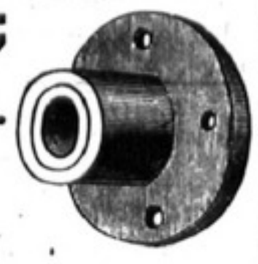
Lockport, New York, Sole Manufacturers of the

Celebrated Anchor Brand Tackle Blocks,

ALL STEEL ROLER BUSHED;

OR WITH SELF-LUBRICATING

PHOSPHOR BRONZE BUSHINGS.



The metal in these Bushings is the Celebrated Phosphor-Bronze, the best bearing metal in the market, and being perfect self-lubricators they are fast superseding all other styles. For sale by SHIP CHANDLERS everywhere.

ASK FOR "ANCHOR BRAND" TACKLE BLOCKS.

The accompanying cuts represent the sleeve part and a Phosphor-Bronze, Self-Lubricating Bushing complete; the former as applied to iron sheaves and the latter as applied to Lignumvitae sheaves.

Illustrated Catalogue and price list mailed free on application. Sample orders solicited

CRESCENT MANUFACTURING CO.,

Sole Manufacturers of

CYCLONE STEAM FLUE CLEANERS, CRESCENT STEEL TUBE SCRAPERS,

CRESCENT BOILER COMPOUND,

Solidified Lubricating Oil and Positive Feed Cups, Especially Adapted to Steamship Use.

3 AND 5 MICHIGAN STREET, CLEVELAND, OHIO.

3. C. SLATE

$125,000

IN

TWENTY-FIVE

DAYS.

The great sale which began last Friday morning has spread like wild fire through the community. Already a great many thousand Men's, Boys' and Children's Suits have been disposed of, and judging from the increasing demand the stock will not last many days. The public know a good thing when they see it, and they know that the prices marked on the clothing at the C.C.C. during the great sale are much less than the actual cost. We don't want you to believe one word we tell you. Be your own judges. Ask those who have already left their money with us, and we think you will come to the same conclusion that they have come to—that is: The C. C. C. always do just as they advertise.

NOS. 120, 122 & 124,

ONTARIO ST.

L. S. SULLIVAN,

Vessel Agent and Commercial Broker--Special Attention Given to Coarse Freight.

VESSELS FOUND FOR CARGOES AND CARGOES FOR VESSELS.

Office, 74 Water-st., Toledo, O.

Telephone, No. 129.

FOR SALE,

AT

THE GLOBE IRON WORKS.

SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches, length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter; two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breechng, good as new.

SECOND HAND MARINE ENGINE; double direct-acting 8x8 inch cylinder, shaft and wheel for yacht or tug; good as new

FOR SALE,

A Fine Harbor Tug.

Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4,500, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

FOR SALE,

New Iron Tug.

Dimensions 8 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 18 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-gland, with water tight iron deck forming the floor of after cabin. Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; ⅝ plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap when machinery can be completed by

GLOBE SHIPBUILDING CO.

WIN more money than at anything else by taking an agency for the best selling book out. Beginners succeed grandly. None fail. Terms free. HALLETT BOOK CO., Portland, Maine

ADVERTISEMENT.

ASHTABULA HARBOR, OHIO.

U. S. ENGINEER OFFICE,
CLEVELAND, OHIO, May 15, 1885.

SEALED PROPOSALS in triplicate, addressed to the undersigned, will be received at this office until 12 o'clock, noon, Monday, June 15, 1885, for widening the channel and constructing about four hundred and eighty (480) lineal feet of revetment for bank of channel at Ashtabula Harbor, Ohio. Forms, specifications, and other information can be obtained at this office.

The United States reserves the right to reject any or all proposals.

The amount allotted for the work, inclusive of the amount necessary for superintendence and office expenses, is about $9,500

L. COOPER OVERMAN,
Major of Engineers.

BLOOM & CO.

Sail Makers and Riggers.

DEALERS IN WIRE ROPE, PATENT DUCK, AND CORDAGE.

Estimates Given on Complete Outfits.

Ft. of Woodward av. Detroit, Mich

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[SUCCESSOR TO ED MAYES.]

Sail Maker and Rigger.

16 Woodward ave., Detroit, Mich.

OVER H. D. EDWARDS & CO.

First class accommodation for storing vessel outfits. Fire proof building.

MADISON HOUSE, DETROIT,

The Captains' Favorite Hotel--Rates $1.50 Per Day.

Convenient to all Places of Business and Amusement.

GIVE IT A TRIAL.

E. W DONOVAN, Proprietor.

DAVID BARNHISEL, Agent.

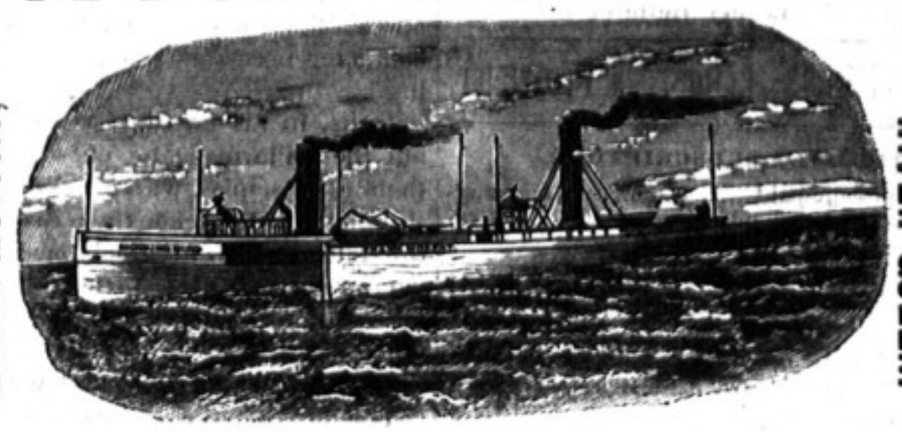
DOMESTIC & STEAM COAL

Cleveland, Ohio

MOFFAT TUG LINE.

TUGS.

MOCKING BIRD,
JOHN MARTIN,
FRANK MOFFAT,



TUGS.

ADMIRAL PORTER,
KITTIE HAIGHT,
RIVER QUEEN.

WRECKING AND RAFT TOWING A SPECIALTY.

Steam Pumps, Hawsers and Divers to Let.

JOHN CORNWALL, Supt., Port Huron, Mich.

A. N. MOFFAT, Prest., Ft. of Shelby-st., Detroit, Mich

VESSEL OWNERS AND AGENTS.

THOS. WILSON

MANAGING OWNER

Wilson's Transit Line.

Gen. Forwarder. Freight and Vessel Agent.

CLEVELAND, O.

H. J. WEBB & CO.,

Ship Brokers, Vessel Owners and Agents.

[ESTABLISHED IN 1856.]

H. J. WEBB & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.

ARCADE BUILDING, 101 ST. CLAIR ST., Cleveland, Ohio.

TELEPHONE {Office, No. 338. Residence, No. 1328.

PALMER & BENHAM,

Vessel Owners & Agents,

New Bank Building, corner of Superior and Bank Street, Cleveland, Ohio.

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No. 101 St. Clair Street, Room 15.
CLEVELAND, OHIO.

D. M. BECKER & CO.,

Commercial Broker and Vessel Agent,

Vessels chartered, purchased and sold; contracts made for coarse and heavy freights.

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ALEX McDOUGALL,

VESSEL AGENT AND BROKER,

Duluth.

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

JAMES T. ROSE,

Vessel Agent and Broker,

BOX 1616, DULUTH, MINN.

Late Gen. Ag't for Collingwood Line of Steamers
Special Attention Paid to Chartering Vessels.

HENRY BROCK,

Vessel Agent.

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CLEVELAND, OHIO.

MARINE INSURANCE AGENTS.

W. B. SCOTT & SON,

Fire and Marine Insurance Agents and Vessel Brokers.

Telephone, No. 18.

Office, 130 South Water-St., Cleveland, O.

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Admiralty and Insurance Law Office,

Room 37, Merchants' building, CHICAGO, ILL.

J. A. OSBORNE,

Attorney, Proctor & Advocate,

ROOM 6, 190 SUPERIOR ST.,

CLEVELAND, OHIO.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 24, 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 20 A M	*8 45 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	*1 55 P M	*2 25 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	.....
No 3, Chicago Express via "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky	*10 30 A M	*10 40 A M
No 9, Chi Pac Ex via Norwalk	6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.25 p. m.; arrive Grand Central depot, New York, 10.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe, speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect March 22, 1885, and until further notice:

GOING EAST.		LV.	AR	GOING WEST.	
	A. M.			P. M.	
.....	7 50	.....	Chicago	7 50	.....
.....	9 50	.....	Valparaiso	5 42	.....
	P. M.				
.....	1 50	.....	Fort Wayne	2 10	.....
.....	2 05	.....	New Haven	1 35	.....
				A. M.	
.....	3 48	.....	Leipsic	11 30	.....
.....	4 46	.....	Arcadia	10 35	.....
A. M.					P. M
6 50	5 00	.....	Fostoria	10 25	8 50
7 35	5 45	.....	Green Springs	9 44	8 05
8 15	6 20	.....	Bellevue	9 20	7 40
10 45	9 02	AR.	Cleveland Lv	6 45	4 51
11 55	.....	.....	Painesville	.....	3 34
P. M.					
12 44	.....	.....	Ashtabula	.....	2 43
1 14	.....	.....	Conneaut	.....	2 13
2 33	.....	.....	Erie	.....	12 50
					A. M
4 09	.....	.....	Dunkirk	.....	11 16
					A. M.
5 45	.....	AR.	Buffalo Lv.	.....	9 40

ROCKY RIVER ACCOMMODATION.

Depart—7:45 a. m., 1:35 p. m.

EUCLID AVENUE ACCOMMODATION.

Depart—6 24 a. m., 9:10 a. m., 5:05 p. m.
All trains daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
General Manager. Cleveland, O.

BEE LINE.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Columbus, Cincinnati & Ind. Ex	9:00 A M
No. 23, Galion & Wheeling Express	6:50 A M
No. 9, Col., Cin., Ind & St. Louis Ex	*6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*12 25 P M
No. 27, Galion & C.L & W. Acc	3:30 P M
No. 29, Massillon & Ulrichsville Ex	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	*6:40 A M
No. 20, Uhrichsville & Massillon Ex	8.55 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind., Cin. & Col. Ex	*4:45 P M
No. 22, Galion Acc	9:20 A M
No. 26, Wheeling Accom	4:15 P M
No. 4, Col., Cin. & N. Y. Express	1:15 A M

Trains marked * daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. **O. B. SKINNER,** Traffic Manager.

A. J. SMITH, General Passenger Agt.,

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
Six months, postage paid..... 1.00
Invariably in advance.

Subscriptions will be continued until ordered stop ped by a written order, or at the publication office

The MARINE RECORD can be found for sale by the following news dealers.:

CLEVELAND, OHIO—G F Bowman, corner of Pearl and Detroit, streets.

CHICAGO, ILL.—Joseph Gray, No. 9 West Randolph street.

BUFFALO, N. Y.—C. Rohmer, Michigan stree Swing Bridge.

DETROIT, MICH.—O'Neil & Arseneau, Mills Tug Office.

DULUTH, MINN.—C. F. Johnson, 117 West Superior street.

ESCANABA, MICH.—William Godley.

Articles, letters and queries on all subjects are solicited.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, JUNE 4.

A BETHEL HOME.

It will be seen, by reference to our Detroit letter this week, that a laudable effort is being made in that city for accommodation of sailors ashore, under the direction of Mrs. A. N. Moffat, a lady of much experience and earnestness in the mission work on the great lakes, and it is to be hoped that she will receive all the assistance that can be rendered by those who have the spiritual welfare and comfort of the sailor at heart. The old Mansion House, foot of Griswold street, will be thoroughly renovated and fitted up with everything necessary to make it an inviting resort for the mariner.

There is a tradition that many years ago a lady in Detroit, whom we regard as one of the finest in the land, with a heart as vigorous as a modern compound marine engine, and a generosity unsurpassed, left in her will a property on the corner of Woodward avenue and Woodbridge street in trust for the benefit of sailors, her wish being that it should be devoted exclusively to them for church purposes. The name of this grand souled woman does not appear in the tradition, but it is evident that she had in her nature the material which make the elements predominating in heaven—a desire to benefit others, especially those who, by their every day life of danger and privation are subjects of a free and generous philanthropy. If it were possible for this good woman to look down on the Mariners church of to-day she would learn that her behests were not being complied with; that her desire to benefit the sailor was being evaded for selfish purposes by orthodox, dry land christians, who had concluded that the sailor man did not possess the style and religion necessary to reap the full benefits that could be farmed out of the property, and who proceeded to acquire it with due christian fervor and piety, and the sailor, to all intents and purposes, must look else where for the spiritual consolation which he sometime thinks is necessary to his condition. The denomination which has assumed the management of the Mariner's church, so-called, make no pretense to guide and instruct the sailor, but in a half-hearted manner go through the forms of a religious exercise for the purpose of retaining possession of the property, which they hope to acquire a title to, for a more modern form of religion than that meted out to the sailor man, hoping that the end will justify the means. It is true they attend the church, as it is conducted, in their stylish bunting and fine carriages, but we are weak enough to think this is not the legitimate object, sought to be attained by the donator of the property, as it is well known the sailor has no confidence or ease among the kickshaws of society people and can not be prevailed upon to meet with them in religious exercises. Nevertheless, it can be said, the church is regularly opened on the Sabbath day, a preacher is employed, he administers the service in the orthodox form and if the sailors are too timid, or too diffident to attend it is not the fault of the people who do. That if they let the fuss and feathers deprive them of the spiritual teaching of which they stand in need the consequences be upon their own heads. But, what should this mariner's church be, a church given to the sailors by a high minded woman, a woman who had the intelligence to see what they most stood in need of? It should be in fact, as well as in name, a church where the sailor man would be at his ease while receiving the word of God, as it could be expounded by a sailor preacher who understands what his auditors are most in need of, one who has the esteem and confidence of the sailor and the force of character necessary to exemplify his teaching.

Jesus, in his ministry on earth, sought out the sailorman; he chose from among them his disciples, whose honest minds and simplicity of life made them easy converts to the faith which he proclaimed, and they wound up their nets, furled their sails and followed, teaching by the wayside and imparting unto others that which they had received, without money and without price.

The fact that the sailors are deprived of this chance for comfort and salvation is not the only baleful effects they realize from misapplication of this church. The very fact that it is still called the Mariner's church is an effectual barrier to any further effort being attempted for the benefit of the sailor in this direction. When a move is made to advance this interest the question is asked: "Have they not the Mariner's church is that not sufficient for them?"

Therefore, we again say, the noble women who are about to direct the movement mentioned above should be sustained by all liberal minded people, and the sailors of Detroit given a place for spiritual and moral teaching such as is enjoyed by the visitors at the Buffalo, Cleveland and Toledo bethels and other lake cities, and by the crew who spread the sails of the "Glad Tidings."

KNOWING that a number of our readers are members of West Side Lodge, No. 498, F. and A. M., Frank Wright, W. M., and that they will be pleased to hear of the result of the public Lodge of Sorrow, held last Tuesday evening, in place of the usual annual sociable and supper, which was waived on account of the absence of many of the brothers on the lakes, we will say that it was a pronounced success in every respect. The new and elegant hall and all the connecting rooms were filled with attentive auditors. Notwithstanding the fact that this was the first lodge of sorrow ever held in Cleveland visiting masters of sister lodges pronounced every detail of the solemn ceremony perfect. Eulogies were pronounced on the brothers who have died since the organization of the lodge by the following. Frank S. Pelton who died November 2, 1876 was eulogized by E. W. Laird; Benjamin C. Bourne, who died in 1878, by J. F. Pankhurst; L. J. Lewis, who died July 31, 1882, by A. G. Hopkinson; George H. Willis, who departed this life November 28, 1877, was discussed by L. S. Fish; Thomas Martin, April 14, 1884, by A. A. Pomeroy; L. I. Stonebraker, April 1, 1885, by S. H. Schmuck and James I. Benedict, August, 1884, by Daniel Myers

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THE consequences of the neglect of the last Congress which frittered away its time in the early days of the session in fruitless and stupid action over indifferent measures, are now being made manifest in our lake navigation. The failure to pass the river and harbor bill in any shape is resulting in delay to lake carriers and disaster to improvements which had been commenced and should have been continued in order to make useful that portion which had been constructed. True economy must consist in taking measures to preserve those things which have been acquired, and we urge the necessity of speedy action by the next Congress in these matters.

THE report of the Secretary of the Iron and Steel Association shows that during the year 1884 three iron sailing vessels and thirty-one iron steamships have been built, having a total tonnage of 35,632 tons, a decrease on the work of 1883 of 4,014 tons. The passage of the Dingley bill relieving American shipping from onerous taxation and other burdens, and the insertion into the postoffice appropriation bill at the last session of Congress of a clause authorizing the payment of fifty cents per mile to American vessels carrying foreign mails, will afford some relief to ship owners during the coming year.

RECENT advices from the Welland canal show that the great water way has a very serious defect in its construction, that of leakage through the arches and also a bad leak in the dam. These are causes which make it difficult for the feeders to keep the requisite depth of water for all purposes, although the superintendent hopes to remedy the defects without serious delay.

A DESIRABLE object for vessel men to work for in the next Congress will be an amended bill of lading which will not call for more cargo at the port of discharge than is put into the vessel. "More or less," is the way it should read, the same as that by which the railroads have been favored.

THE Port Arthur Daily Sentinel denies the truth of the report that the Canadian Pacific railway is making arrangements for placing a line of fast passenger steamers on the route between Kingston and Montreal. That road has as much as it can do to handle its present line of subsidized steamers, running in opposition to legitimate lake tonnage.

[*Continued from 1st Page.*]

BAY CITY.

Social to the Marine Record.

The following steambarges and their consorts have been loading in the river during last week and all got away Saturday night or Sunday: Propeller Cleveland and five barges; Jas. C. Donaldson and four barges; propeller Tempest and five barges; iron tug Record and six barges; tug Laketon and two barges; propeller Handy Boy and one barge; propeller Yosemite and three barges; propeller Lowell and three barges; tug Ella Smith and five barges. The above craft took out a little over 15,000,000 feet of lumber.

Messrs. Carkin, Stickney & Cram have received the contract for dredging four slips at AuSable for Gram, the mill man.

The tug Harley and steam yacht Cora K. D., belonging to the late Captain Deitzel, are on the market, and can be purchased cheap for cash.

The propeller P. H. Birckhead and four barges; propeller D. F. Rose and four barges; propeller Music and five barges; and propeller Porter Chamberlain and three barges came into the river Monday.

The propeller A. A. Turner and consorts A. J. Smith and Furguson have tied at Wheeler's boxes, waiting for better freights.

A number of tug men at this end of the creek seem to think that they must have towing at any rate, and as a result the barge Myron Butman recently towed up town for $7.00, the regular price being $22.

The tug Laketon, that is to tow the barges Matilda and B. M. Baker is officered as follows: Master, Captain John J. C. Pringle; crief engineer, Frank Nelson; second engineer, Harmless Charlie; mate, Byron Armstrong.

The keel for a new steam barge for the Mills Transportation Company has been laid at Wheeler's shipyard; dimensions as follows: Keel, 200 feet; beam, 369 feet; depth of hold, 14 feet.

The yacht Col. I. Camp has had her cabin torn off and she will hereafter be an open yacht.

The new steamship Alexander Folsom that was fully described in a recent issue of the RECORD, is now receiving her cabin and machinery at Wheeler's yard.

Mr. Frank Wheeler, owner of the tug Laketon that was taken from Messrs. Mitchell & Boutell, in part payment for the steamship Folsom has been fitted out and will tow the P line barges the balance of the season.

Captain Wm. Bates, master of the iron tug Record has been in the river this week and has improved his spare time by doing harbor towing, which helps to cut down expenses. He left the river last night with six barges for Cleveland.

Captain Jack Rafferty, who once figured in quite a tug collision at Cleveland, is now running the tug Edwin Eddy for Carkin, Stinkney & Cram, of Saginaw.

SHAW.

SAUGATUCK.

The tug Gertrude, built by Captain John B. Martel for Captain Schultz of Chicago, was launched at Saugatuck recently, as heretofore noted in the RECORD. She is 55 feet long, 14½ feet beam, and 7½ feet hold. She has a handsome model and is a credit to her builder. Mr. Martel has the reputation of building some of the best tugs on the lakes and the Gertrude will no doubt sustain this.

Mr. Martel has taken the contract to build a new tug for George and Henry Perkins, to be forty-five feet long, thirteen foot beam and six foot hold. She is to be ready by the middle of August.

EAST TAWAS.

Emery Brothers' lumber mill, one of the most extensive on the shore, shut down today for want of dock room to pile. Emery left for Bay City to engage barges to carry the lumber off. Several eastern barges are purchasing the lumber. Looks as if there would be a chance for a raise.

ONTONAGON.

Mr. E. T. Williams arrived here with his dredge and scows last week, and is dredging at the Diamond Match Company's docks for the Company. It is also expected that some dredging will have to be done by the country, on the shallow bar at the entrance to the harbor. The tug Rambler is here in attendance on the dredge.

DETROIT.

Special to the Marine Record.

June 2.—The schooner Triumph has been thoroughly rebuilt and ten feet added to her length. She now sails under the name of Arthur, and is a fine looking craft. The Arthur loads wheat here for Buffalo.

On Friday articles of association of the Detroit & Chicago Steam Navigation Company were filed in the county clerk's offices. The capital stock is $50,000, divided into 2,000 shares of $25 each. The shareholders are J. K. Tillotson, James A. Randall, Nathan Eisenlord, Fred C. Whitney, John Atkinson, and Charles L. Blanchett. This is the company which lately purchased the Star Line steamer Saginaw, which will be run as an excursion boat under the management of Mr. Tillotson, and Captain James Mitchell will command her. Those who took passage on her to Chicago were taken for one dollar, the lowest passage on record.

There is a sparse arrival at this port, chiefly with cargoes of wood, stone, and coal, with an occasional cargo of lumber, but, taken all in all, they are few and far between.

These are no times for libels in the hands of the marshal, for either old or new claims, yet they come along all the same, and the unfortunate craft must either be retired to the boneyard or whack up by some means or other. The schooner Three Brothers, it will be remembered, met with disaster at Porcupine shoals, on Lake Superior, and was rescued by Williams & Upham, of Ontonagon. The vessel arrived here a few days since, and was pounced upon by the marshal, to the tune of $260. The day following, however, her owners settled the matter, and she was once more at liberty.

The Lake Superior Transit steamers are almost invariably prompt in their arrivals and departures at this port; yet, early in the season and in the fall when the time card expires this cannot be effected.

The Arctic, on her recent voyage, was late on her upward passage, and in consequence had to lay over one trip at this port. She traverses the same route as last season, between Detroit and Hancock.

The steamer Saginaw having undergone the necessary alterations suitable for an excursion boat, and newly painted, was advertised for two excursions on Sunday to Lake St. Clair, but was not ready in time. She has left here for Chicago for purposes as noted in my last letter.

The sailors have at last a Bethel Home at this port, a long felt want, which will be conducted under the guidance of Mrs. A. N. Moffat, the superintendent of the mission, who has labored long and earnestly to accomplish that end. The Home is located at the foot of Griswold street, near to the dock, in the building long known as the Mansion House, which is being thoroughly renovated and fitted up, with a very inviting appearance. The change from a hotel to a Bethel home is certainly a reform well worthy of record.

Murphy Brothers, of this city, were advised by telegram the other day that their steam wrecker, the Kate Williams, had rescued the steam barge Erin, wrecked last fall on Keweenaw Point, laden with timber, and had taken her to Port Arthur where her cargo was taken out, and subsequently was towed to Owen Sound for repairs. The rescue was effected late in the fall and the barge moored at Lac La Belle during the winter.

The tug International, also of the above line, is at present engaged in liberating the schooner Lady Dufferin which went ashore last fall on Cariboo island, Lake Superior. From what can be learned her recovery was effected in a brief space of time, and a lighter dispatched to the island to reload her cargo.

The steambarge Manistique is having her machinery put in order at this port, and is also being repainted.

Captains Harbottle and St. John, the Canadian Government inspectors of vessels, are announced as having arrived at Windsor, on their annual tour of inspection.

The steambarge George L. Colwell, with barges in tow, which passed here Saturday, on reaching well up on the river St. Clair, met with an accident to her machinery, and was compelled to return here for repairs. Her tow was moored near the place of her accident.

The steambarge J. S. Fay reached here, light, on Saturday, leaking freely, and was obliged to be docked with all possible dispatch to prevent her sinking, and for this purpose the steambarge Morley was taken out of dock to give place to the Fay. While this was going on an immersion and an escape from drowning occurred. Captain Holmes, his son and niece undertook to go on board on a plank which turned and dropped them into the water. The neice was rescued by Captain Parker, the super-

intendent of the dock, while the captain and his son reached shore through their own efforts.

The survey of the steambarge Morley was completed on Saturday last. The work was carried out by Captains George McLeod and S. N. Parsons, inspectors for underwriters at Buffalo, assisted by Captain W. B. Morley and J. W. Colton, the latter manager of the Wabash line of steamers. They report her in much better condition than was expected. It is also learned that the underwriters are willing to place her in as good condition as before the disaster. They will not consent to pay the full amount of the policies, while the owners do not want to receive her back under any conditions. The report on the survey was made public yesterday afternoon, and her repairs are estimated at $16,534.88, which includes $2.238 for repairs to her boilers and machinery.

Cord wood from the Canadian shore of Lake Erie is arriving here freely at low rates. The schooner Mary, of Port Stanley, and the Sarah, of Port Burwell, are engaged in the traffic.

The schooner Seaman was chartered on Saturday to freight basswood bolts from Dresden, a branch of the St. Clair river, to Buffalo, at $1.75 per cord.

The steamer Pearl, it is announced, will ply this season between Cleveland and Put-in-Bay, in connection with the steamer Alaska for Detroit. The Pearl will be sailed by Captain John Edwards, as formerly.

Carroll's leeway logs, in use on the Detroit and Cleveland steamers, are giving good satisfaction.

The revenue steamer Fessenden is at her anchorage, having been absent only once since she came out.

The new barge H. Prentiss will be launched this week from Mr. Craig's yard at Trenton.

The tug Kate Moffat, owned by Murphy Brothers in this city, was burned on Sunday night near Presque Isle, Lake Huron, and is a total loss. The crew were rescued by the crew of the schooner Metropolis, which she had in tow, and arrived in this city last evening. She was valued at $18,000, and was partly insured.

The steambarge Geo. A. Marsh, in govern ment employ, was damaged by fire, at the mouth of the Detroit river Sunday night to the extent of $3,000.

The steambarge Monteagle got ashore at Kettle Point, Lake Huron, and was released by the tugs Frank Moffat and Kitty Haight.

The schooner Belle Hanscombe has been chartered to take coal from Sandusky to Milwaukee, at 75c. per ton, which, all things considered, is a fair rate.

The steamer Flora leaves here this evening for Mackinac, en route from Toledo. She is in Grummond's line and consort to the Atlantic, both steamers moving promptly on time and doing a good business.

The big steamship Onoko, grain laden from Duluth to Buffalo, called here yesterday, and took on a supply of coal at O. W. Shipman's wharf.

The Star line steamer Idlewild began her regular trips to Port Huron yesterday, since undergoing alterations to her machinery. The new smoke consuming furnace which has been added to her, was tried yesterday for the first time, under the supervision of Mr. Backus, the inventor.

HALL.

ALGOMA.

The Pioneer claims that the C. P. R. boats ought to call at the Sault village on the Canadian side and urges many good reasons why. The mails and passengers are now dumped off on the canal bank on the U. S. side, and then conveyed over the river by ferry. Mails have to be sent to the boats the same way, much earlier than is necessary in order to ensure being there in time for the boats. The boats are Canadian also, and ought to stop at Canadian towns. It used to be objected that the boats could not call at the Canadian side of the river without danger. But the day is past when that excuse has any influence. The Dominion Government appropriated $5,000 last season to removing boulders from the channel in the approach to the wharf, and the owner has lengthened the dock to one hundred and fifty feet, and the water is almost as deep there as it is on the mitre sill of the canal. Both the United Empire and the Campana, which quite as much water as the C. P. R. boats, draw call there regularly.

MARQUETTE.

The tugs Gladiator and Dudley arrived from the wrecked schooner Mary Battle Thursday night. The Dudley cannot dredge any on account of boulders. The Gladiator took jack screws aboard and has gone back to the wreck. Captain Swartwood thinks by jacking her they will be able to pull her off.

EAST SAGINAW.

Special to the Marine Record.

Messrs. Carkin, Stickney & Cram, of this city, have received a five years contract of dredging on the St. Lawrence river, and the tug Natt Stickney left the river Monday morning with dredge No. 1 in tow for the scene of operation. The tug Carkin, of the same line, took dredge No. 7 to Au Sable today, where they have a number of mill slips to make.

The yacht Mary Bell, belonging to Ex-Governor Jerome, has received her concave sides, and is being fitted up for a cruise on Lake Superior.

There is no change in the condition of freights. A large nnmber of boats will lay up on their return trip, and a number of boats that are bound below will not come back again unless freights come up. Tug men are cutting one another wide open and a little bantering will generally bring the "skipper of the pepper box" down to your own terms. The following craft are in ordinary in the river: Barges Furguson, A. J. Smith, Sunbury, Mary Stockton, Harriet, Martin, William Raynor, Theo. Perry, A. W. Wright, J. S. Austin, Reindeer, Prince Alfred, and a number of others, which all tend to make barge men feel rather blue.

The ferry boat C. F. Fish, while running out of a slip at Barnard's mill on Monday last, broke her fine running wheel which was recently received from Philadelphia. An ordinary wheel has been placed on temporarily at Merrill & Bacon's slings.

It has been said that Mr. D. Leuty, of Cleveland, owner of the steamship D. Luty and consorts, is to put his boats on the market at 50c. per thousand to Buffalo on their return trip to Bay City. How it will affect the market here cannot be surmised yet, but it is generally thought that it will not help matters in the least, as the barge men will generally take what they can get.

The schooner Minnie D. was at this port Saturday and took from Owens' planing mill a complete house, "knocked down" for one of the summer resorts on Heisterman island. A number of houses have been shipped in this way from this city, and the business of house moving by small schooners promises to make quite an industry.

Captain J. N. Stewart, of the barge Mary Birckhead, recently slipped off the end of a board that protruded from the end of his deck load, and fell to the deck, a distance of ten feet, striking his head on the ice box, cutting an ugly gash in his forehead.

On the last trip of the barge Transport she loaded at Green's mill and a portion of her sail was stolen. Captain "Pete" says he knows who got it as he noticed all the mosquitos in the Blind Slip had on canvass overhauls.

Herewith is presented a comparative statement of the shipments of lumber in May, during the years named.

EAST SAGINAW.

	1883,	1884,	1885.
Lumber	37,875,000	38,684,000	36.139,000
Lath	990,000	3,100,000	2,480,000
Shingles	5,830,000	12,921,000	1,522,000

BAY CITY.

Lumber	94,495,546	100,670,000	95,140,000
Lath	4,328,400	4,272,000	2,848,000
Shingles	16,930,000	18,118,000	8,456,000

FOR THE SEASON TO JUNE 1.

	1883.	1884.	1885.
Lumber	132,458,546	139,254,000	131,279,000
Lath.	5,318,000	7,372,000	5,328,000
Shingles	22,760,000	31,039,000	9,978,000

It is rumored here this morning that the steamship D. Leuty and consorts and Benton and consorts were placed for Buffalo lumber from Bay City at $1.00 per thousand, but no particulars could be learned.

SHAW.

PORT HURON.

The steambarge A. L. Hopkins collided with the schooner H. A. Alverson Friday night at the southeast bend. Both boats were damaged considerably forward. The Hopkins had her bows stove in over the tender piece on the starboard side. A thick, heavy fog set in at 4. p. m.

Merriman & Company left on Saturday with the scow Aunt Ruth and wrecking gear for Georgian Bay to raise the sunken barge Huron.

The Idlewild resumed her place on the Detroit route Monday morning.

Captain Ben Mosier of the tug Kate Moffat passed through here on Tuesday. He says that the fire was first discovered around the smokestack, and before anything could be done the tug was in flames. She was headed for shore and the boats of the schooners Havana and Metropolis took the crew off. The tug is a total loss.

The schooner North Cape, with coal from Oswego to Chicago, sprung aleak while coming through the Welland canal. Extra pump and hands were taken on and she arrived here in tow of the Sweepstakes to go on the drydock.

MILWAUKEE.

Special to the Marine Record.

At the present time the docks are lined with coal vessels; the whole of the fleet from below seems to have arrived at once, and in consequence some of them will have to wait several days for their turn to be unloaded.

The river tugs Balize and Owens arrived here with tows from below and are waiting to get tows back.

The tug T. T. Morford of Chicago, with the wrecked schooner Moselle put in here Friday forenoon on account of the heavy weather. She came very near rolling her spars out in the heavy seas outside and those on board expected her to go down every moment but she made this port in safety and left in tow of the Morford for Chicago yesterday afternoon.

During the fog early Monday morning the propeller B. W. Blanchard ran by this port and brought up on Racine reef. After three hours she was released by a Racine tug and arrived here during the forenoon to unload. She left during the afternoon for Chicago. Although she did not leak any she will probably be docked at Chicago, for an examination.

The wrecked schooner L. C. Butts arrived here on Thursday morning in tow of the wrecking tug Leviathan. She was towed to the N. C. R. M. dock to discharge the remainder of her cargo. It was feared, however, that if the cargo was removed her timber boards would spring out and allow her to fill, as her bottom was known to be in very bad shape, so she was towed to Wolf & Davidson's main yard, where she was docked. She was drawing a trifle over fourteen feet of water at the time. Upon examination her bottom was found to be badly chafed and broken, large boulders being driven through her plank between the frames in a number of places. Captains Tuttle and Joys, the surveyors, examined her yesterday but will not complete the survey until her cargo is out. The schooner Melvin S. Bacon was chartered to take the ore remaining in the Butts to Cleveland at Escanaba rates. The cargo will be wheeled from the Butts as she lies in the drydock into the Bacon.

The schooner City of Toledo was docked and patched up enough to admit her cargo being taken out, when she will again be docked for further repairs.

Wolf & Davidson are still very busy having made nine dockings last week, aside from work on the creek and in the yards. The vessels in dock at their yard at the present writing are the schooner L. C. Butts in the drydock, and scow Green Bay and tug Welcome on the boxes. Captain Ed. Thorp is in command of the tug Welcome this season. He is an experienced and first class tug captain and a thorough gentleman withal.

The steambarge Glasgow is also lying at the docks waiting to have her topsides calked so that, take it all in all, they still have all they can attend to.

There will be no litigation resulting from the collision between the steamer City of Milwaukee and the steambarge Annie Laura. Steps have been taken to settle the matter amicably.

Wolf & Davidson have sold a quarter of the schooner Pewaukee to Captain Paul Harrie.

The Milwaukee Shipyard Company also are busy hammering away at the Mousquito fleet.

Q.

FRANKFORT.

Special to the Marine Record.

Captain Geo. Waters has launched his new pleasure tug and is now putting in the machinery. As yet she is not named. She presents a fine appearance and is of excellent model, and with her new engine will no doubt be a speedy craft.

The tug Jay has been sold to Manistee parties, where she is now engaged in running as a ferry.

The schooner Barber, recently ashore at Leland, has been released.

The Frankfort pierhead lighthouse has been thoroughly repaired and now glistens like a spick span new silver dollar.

The fishermen are making fair catches thus far.

The small schooner Clara of Manistee is ashore on South Manitou Island.

BURMISTER.

KINGSTON.

The steamer Calvin passed down the river with eight grain laden barges, of the K. & M. Company, for Montreal.

The steambarge Niagara, arrived on May 26 in tow of the Frank Jackman, of Toronto. The damage to her machinery is very heavy, and it will necessitate her being delayed for a couple of weeks to receive repairs. Her captain is now awaiting instructions, whether to proceed to Quebec in tow of the Jackman or unload her cargo here. The Niagara was disabled off Olcott, Lake Ontario.

ALPENA.

Special to the Marine Record.

The tug Kate Moffat, towing the schooners Metropolis and Havana, went ashore on Blue Point, two miles above Presque light, on Saturday during a heavy fog, and while trying to get off caught fire and burned up. The crew lost everything. The Metropolis also went on, but got off without assistance. Seven of the Moffat crew went to Detroit on one of the vessels. The rest are here. The Kate Moffat registered 214 tons, was built at Port Huron by Stewart in 1864, has been extensively repaired several times since, and is owned by the Detroit Tug and Transportation Company. She was insured for $18,500 in the following companies: London and Provincial, $2,000; Cooper, $2,000; London Assurance, $2,500; Firemen's of New York, $2,500; United Firemen, $2,500; New Jersey, $2,500; Franklyn, 2,500; National, $2,000; Mercantile, $2,500.

The steambarge Monteagle was detained Sunday morning by getting on the bottom at Kettle Point. She was assisted off by the tug Kittie Haight.

The steamer Golden Eagle left here on Sunday for Bay City to go into drydock. While coming in the harbor her wheel struck a log, bending her shaft. She will be back Tuesday.

The tug Westcott was here on Sunday, from Black River, changing boilers.

The schooners Pensawkee and Halstead arrived here Sunday. They are from Lake Ontario, bound for Chicago, coal laden, and stopped here for deck loads of cedar.

The schooner Mary D. Ayers, from this port for Chicago, cedar laden, water-logged off Presque Isle, and ran into Crawford's quarry. The tug Ralph, Captain E. C. Richardson, left for her assistance Monday morning, and on Tuesday brought her into this port. She has seven feet of water in her hold, and will discharge her deck load and go to Chicago.

A.

TOLEDO.

Special to the Marine Record.

Yesterday being the 1st of the month, grain storage running out, made a little splurge for vessels to Buffalo and the following vessels were chartered at 1½c. on wheat to Buffalo: E. R. Williams, 21,500 bushels; C. B. Benson; 23,000 bu.; Pulaski, 24,000 bu.; Willis Kellar, 17,000 bu.; Charger, 18,000 bu.; T. D. Bushar, 21,000 bu.; Riverside, 22,000.

Coal freights are a little stronger; 60c. to Lake Michigan ports.

Tug Cotton left last night for Lake Huron with schooners Three Brothers and Groton in tow.

Schooner J. R. Pelton is at the Columbus dock, waiting for a cargo of coal to Detroit.

Propeller Commerce, loaded with sand, sprung aleak Saturday night or Sunday morning, and capsized at the O. C. dock, bottom up. She was turned over yesterday by the tugs Green and Spinney, and is now lying on Gose point, getting ready to be pumped out.

Propeller Maine, with barges E. J. Carney and Brooklyn arrived from Buffalo, coal laden. The Brooklyn will lay up as soon as unloaded.

Propeller Kalkaska arrived here this morning and took on part cargo of oats and left to-day for Oscoda.

Schooner G. B. Sloan, which has been lying here since last fall, leaves to-night for Detroit to load for Oswego.

The United States District Court, Judge Welker, is in session here this week. Clerk Charles Bill is in attendance.

Inspectors Stanard and Fitzpatrick will inspect the Waite, Ashland, and J. R. Fallis on Thursday.

J.

DULUTH.

Receipts of wheat for the week, 545,611 bushels; shipments of wheat for the week, 1,124,530 bushels; shipments of flour for the week, 35,634 bushels; wheat in store, 5,509,624 bushels; oats in store, 16,900 bushels; corn in store, 6,560. The largest grain shipments last week for any port was from Duluth, 1,169,718 bushels; 100,000 bushels of which went to Montreal, the balance to Buffalo. Receipts of coal for the week at this port were 23,740 tons; shipments of iron ore from Two Harbors for the week, 12,017 tons.

The Annie Smith, J. C. King and Sweetheart were chartered in the winter for wheat to Kingston at 6½ cents. Rates are so much lower now that the shippers refuse to ship at that rate. The boats have been here three days waiting for loads, and expect trouble over the matter.

Charles Johnson of Prescott, Ont., a fireman on the Cormorant, fell overboard and was drowned last night.

Dock laborers at the St. Paul & Pacific coal company's docks struck yesterday for 35 cents. They had been getting 25 cents an hour. They refused to let other men go to work. The matter was settled by noon by the men being paid by the ton.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XIX.

The first light ship, located at the head of Mackinaw Straits, was the Louis McLean, of 60 tons burden, built at Detroit in 1832, and was launched near the wharf of Oliver Newberry. She served as a beacon to warn vessels of the dangers of Waugoschance. During this year there were 100 vessels navigating Lake Erie and westward with a total of 2740 tons. The steamboat organization was composed of the following steamers and masters:

Niagara, Captain C. C. Stanard; agent, O. Newberry.

Superior, Captain W. T. Pease; agent, O. Newberry.

Ohio, Captain Morris Tyler; agent, J. R. Dorr & Co.

Pennsylvania, Captain J. Fleeharty; agent, Browning & Co.

Pioneer, Captain Levi Allen; agent, O Newberry.

Enterprise, Captain Geo. Miles; agent, Browning & Co.

William Penn, Captain John F. Wright; agent, O. Newberry.

Sheldon Thompson, Captain A. Walker; agent, O. Newberry.

Henry Clay, Captain W. Norton; agent, J. S. Roby.

Plying between Detroit and Miami, the steamboat Newburyport, Captain Bedford, and the General Brady, Captain John Burtis. Between Detroit and Malden, steamboat Argo, Captain S. F. Atwood; also Detroit and Fort Gratiot, the steamer General Gratiot, Captain Arthur Edwards. From Chippewa to Amherstburgh, calling at way ports north shore of Lake Erie, steamer Adelaide, Captain Christie.

The schooners of more prominent note in 1832 were the United States, Captain I. J. Titus; schooner Michigan, Captain Amos Pratt; schooner Detroit, Captain J.M. Lundy; schooner Lady of the Lake, Captain John Shook; Lagrange, Captain Foster; Atlanta, Captain Sam Chase; Ariadne, Captain A. Pickering; (lower lakes), schooner Alert, Captain E. Burke; schooner Governor Case, Captain H. Whitaker; schooner Eagle, Captain David Wilkeson; schooner New Connecticut, Captain Gil Appleby; schooner Columbus, Captain B. G. Sweet; schooner Marshal Ney, Captain John Stewart; schooner Marengo, Captain Dingley; schooner Huron, Captain Enos; schooner Telegraph, Captain Jerry Oliver; beside others not necessary to enumerate.

John J. Deming and John L. Whiting, of Detroit, formed a partnership, under the firm name of Deming & Whiting, for the transaction of the storage, forwarding and commission business, at the foot of Woodward avenue; Beach & Hudson, at Cleveland, O.; Joy & Webster, Buffalo; Rufus S. Reed, at Erie, Pa.; and H. Hubbard, at Ashtabula, O.; Henry Root, foot of Main street, Buffalo.

Regarding the schooner New Connecticut, Captain Appleby, the following episode will be of interest, the facts of which are remembered and vouched for by some of the older vessel men of the lakes, among whom is Captain W. Jones, of Cleveland:

"In the autumn of 1833 Captain Gilman Appleby, of Conneaut, Ohio, was Captain and part owner of the schooner New Connecticut. A steamboat was then being built at Conneaut (the North American) of which Captain Appleby had charge and was for many years her master. An aunt of his, then residing at Black Rock, below Buffalo, was at Erie on a visit, staying with a brother who was then a resident of the town. The lady went to Conneaut in company with a nephew to visit a brother there. After remaining for some time she became exceedingly anxious to get home. Captain Appleby, who was busy with the steamboat, endeavored to dissuade his aunt from taking the home journey until he should be going out with his vessel, when he would take her home. His efforts in that direction, however, were unavailing, and he had her taken on board the schooner to go to Buffalo in charge of the crew. The vessel being light, and the time of the year August, the captain had entire confidence in the ability of the crew to manage the craft, and land his relative safely at her destination. Everything passed off quietly until after the vessel passed Erie, when a sudden squall struck her and rolled her over upon her side, when she nearly filled with water, but continued to float. The crew, lowering the vessel's yawl, jumped in and pulled for the shore, leaving the woman in the cabin, as they supposed, drowned. The party landed at or near Portland, Chautauqua county, N. Y., and made their way as best they could back to Conneaut.

"Three days after the accident Captain Wilkins, of the steamboat William Peacock, in coming down from Detroit, was besought by Captain Appleby to board the wreck if he saw it, and if possible get the body of his aunt out of the cabin, and convey it to Buffalo. Captain Wilkins discovered the disabled vessel drifting down the lake, and after coming alongside, Captain William Henton, then first mate of the Peacock, boarded the wreck and made search. The schooner lay upon her side, and, to all appearances, was full of water. A pole was employed, and it was supposed every part of the cabin was touched, and as no object in the shape of a human body was felt, the conclusion was reached that the remains had floated out of the cabin into the lake, hence further search was given up. Two days afterward Captain Appleby came down with a vessel with facilities to right the schooner and tow her into the nearest port, the drowned woman's son being along to assist in the recovery of the body. The vessel was finally righted, and when the cabin door had nearly reached a level position, the woman walked through the water and came up the stairs upon deck. She was caught by Captain Appleby and supported, while her son wept and sailors screamed. Five days and nights had she been in the water, while a portion of the time she was up to her armpits. She could not lie down, and what sleep she got was in that position, and all the food she had was a solitary cracker and a raw onion, which floated on the water. She stated that after the vessel capsized and was abandoned by the crew, she found herself alone in water waist deep. The cabin door was open but the flood was two feet above it and the sea made constant changes in her position. While Captain Wilkins stopped she could hear the boarding party talk, and walk on the vessel, and although she used her voice to the utmost to attract attention she could not make them hear. She saw the pole thrust into the cabin door by Captain Henton and asked if she should hold on to it and be pulled out, but no answer came. The captain hearing no noise other than the plashing of the water, had not the remotest idea that the woman was there, alive or dead.

"This event occurred forty-five years ago, and I never heard of a parallel case either on the lake or other waters, and her salvation from drowning may be regarded as little less than a miracle."

On Lake Ontario the new steamer Great Britain (Canadian), was commissioned, commanded by Captain Joseph Whitney, and plied between Prescott and Niagara, calling at way landings and occasionally at Oswego. She had two low pressure walking beam engines of 90 horse power each. The steamer Canada, Captain Hugh Richardson, was also plying in Canadian waters during that period and previously, but was finally wrecked near Oswego by going ashore and breaking up. On the American side, beside others previously noted, the steamer United States commenced plying in July, 1832, commanded by Captain Elias Trowbridge She had two beam engines, 40-inch cylinders, 8 foot stroke, with boilers on the guards. Captain R. J. Vandewater was her next master, in 1833-4, and Captain Jas. Vancleves four subsequent seasons. Captain Joseph Whitney next assumed command, and in 1842 Captain Wm. Williams who was her last master, until she was broken up at Oswego.

In 1832 was the first visitation of cholera to this country, making its appearance first at Quebec on June 11th, on which date thirty-four deaths occurred, principally among emigrants just landed, many died on the passage. Its next appearance was in New York city, Albany, and in Buffalo the fore part of July, and it gradually worked westward. The steamboat Henry Clay, on her arrival at Cleveland had five deaths on board, and the steamer Superior two deaths. The schooner Benjamin Rush also arrived with three dead on board, and such like instances were not unfrequent on the lakes.

The steamboat Sheldon Thompson, Captain Augustus Walker, in the month of May, that year, made a trip to Chicago, and was the first steamer to make a landing where the city is now located. She had on board troops for General Scott in the Black Hawk war at Naperville. Simultaneously there arrived three vessels, laden with supplies for the army. These were the schooner United States, Captain T. J. Titus; Robert Wagstaff, pilot, and L. H. Cotton, mate; schooner Marshal Ney, Captain John Stewart; David Duncan, mate; schooner White Pigeon, Captain Norman Patterson; John Shooks, mate; schooner Mariner, Captain Hugh Johnson, John Sims, mate; schooner Detroit, Captain W. Whittaker; James Lundy, mate. Captain Whittaker still lives and is a resident of Detroit, and one of his crew, Vint Bidwell, is now a resident of San Francisco. John Sims resides near Cleveland; all the rest are dead. A number of deaths from cholera took place on board the Sheldon Thompson while en route, some of whom were buried at Fort Gratiot.

The schooner Supply, Captain Campbell, owned by the mission at Mackinac, was wrecked in the month of November, this year, by getting ashore on a bar at or near Goose island, where she bilged and sunk. Of her cargo all was saved, consisting of supplies, except 150 bbls. of salt. A short time prior to her loss she was driven ashore, on the Canada side of Lake Huron, and was with difficulty rescued. She had on board a quantity of furs, which were saved in a damaged condition. The cause of her troubles, which were several that season, was attributed to the inefficiency of the crew, who had but little or no experience.

During the debate in Congress, 1832, on harbor improvements a Mr. Whittlesey stated that while in 1810, there were but 10 vessels on Lake Erie there were now (1832) 100 and that the boats gave employment to 100,000 persons annually. The assertion was a broad one, and the records of that year show that so far as the employes were concerned there was not one-half that number.

The steamboat Uncle Sam was built at Grosse island, on the Detroit river, this year, but not finished so as to commence plying.

Calvin Britain and Andrew J. P. Phelan, under the firm name of Britain & Phelan, entered into the storage, forwarding, and commission business at St. Joseph, Lake Michigan.

Steamers visiting the upper lakes during this period of navigation and more especially Green Bay, would, on the return voyage, arrive, decked out with evergreens tied to flag-staff, mast-head and bowsprit, as an indication of the far off regions they had visited.

Lake freights at this juncture of navigation were, on wheat, from the head of Lake Erie to Buffalo, 16c. per bushel. Sardis Burchard, of Sandusky, in connection with Richard Sears, of Buffalo, bought the schooner John Richards, 89 tons burden, for $4,000, and by her the first cargo of wheat was shipped from that port to Buffalo, the freight being as above noted. Wheat at that time was worth 50c. a bushel; flour, $5 a bbl.; mess beef, $10 per bbl.; pork, $14 per bbl.; lumber, seasoned clear, $12 per M.; common, do., $10; shingles, $1,25; oats, 31c. per bushel; corn, 56c.; rye, 50c.; white fish, $6 per bbl.; butter, 10c. per lb.; and eggs 15c. a doz.

Prince Louis Napoleon Bonaparte arrived in America, landing at Norfolk, Va., after having made an absurd attempt to reach the throne of France, and made a tour of the Eastern States. W. L. Marcy was elected Governor of the State of New York.

The new steamer Uncle Sam commenced plying between Detroit and Buffalo, calling at intermediate landings early in the spring of 1833, commanded by Captain L. Stiles. She was 280 tons burden, low pressure, with walking beam engine. The steamboat arrangement this year, with those in command were as follows:

Pennsylvania, Captain J. Fleeharty; Enterprise, Captain S. Fox.

Henry Clay, Captain W. Norton; Sheldon Thompson, Captain Patterson.

William Peacock, Captain Thos, Wilkins; General Brady, Captain J. Burtis.

William Penn, Captain J. F. Wright; Superior, Captain W. T. Pease.

Ohio, Captain T. J. Titus; New York, Captain George Miles.

Niarara, Captain C. C. Stanard; General Gratiot, Captain John Clark.

Of the prominent vessel masters the following, among others, may be enumerated: Schooner Marengo, Captain R. Wagstaff; schooner Benjamin Rush, Captain John Haggarty; schooner Huron, Captain R. Hart; sloop Dart, Captain Tubbs; schooner United States, Captain Ed. Burke; schooner Mary, Captain Tom Cobb; schooner Morning Star, Captain R. McKniff; schooner Napoleon, Captain John Stewart; schooner Lady of the Lakes, Captain Disbrow; schooner John Kenzie, Captain R. C. Bristol, schooner N. Hubbard, Captain A. Root; schooner Atalanta, Captain Caskey; sloop Rob Roy, Captain H. Van Allen; schooner Comet, Captain Dan Ludlow; schooner Young Amaranth, Captain Judah Ransom; schooner Com. Lawrence, Captain Weatherlow; schooner Lagrange, Captain Canchois; schooner Sir Henry, Captain Hagadorn; schooner John Q. Adams, Captain Stanard; schooner Utica, Captain Fearson; schooner Marshal Ney, Captain Ward; schooner President, Captain Sam Chase; sloop William Tell, Captain Smith.

BUSINESS OF CANALS.

During the season of navigation of 1884, the canals delivered at the port of New York 87,501,424 bushels of grain, and the railroads for the same period 28,049,020 bushels, or 9,462,404 bushels less than by canal; and while the tonnage of the canals, owing to the general depression throughout the country, was 654,568 tons less than the preceding year, the tonnage of the New York Trunk lines fell off more than double that amount.

The fact that these results were obtained with canals upon which practically no improvements have been made for many years, while the railroads have had every improvement which science and ingenuity could furnish, is suggestive of the great benefits to the State which may come from such improvements as were proposed and advocated by Ex-State Engineer Horatio Seymour, Jr., and Ex-Comptroller Ira Davenport and other State officers. It is not too much to predict that with these improvements, calling for a sum insignificant in comparison with that already expended on the half completed new capitol building, a new era of usefulness for the canals would begin, and bring to the State even greater results than in the past.—*Duluth Herald.*

The Utica Herald says: The steamer Jessie Bain on her way down from here, with a load of potatoes for Clayton, struck a shoal soon after leaving here and her rudder was carried away. Engineer E. M. Cook soon improvised a novel way of steering the boat, and went on to Clayton. She had a strange pilot, who it appears did not know where the shoals were. On Monday Captain John Cook took her and made a trip to Cape Vincent and back, steering with a common oar. Captain John Cook and Engineer E. M. Cook are equal to any emergency on board either a steam or sail boat, having sailed ever since childhood. Captain John Cook has been known to make a trip up the lake with the schooner Gypsy without a man except himself, a thing never heard of in any other case.

COMMISSIONER OF NAVIGATION.

JARVIS PATTEN,
Treasury Department, No. 92,
Washington, D. C.

UNITED STATES ENGINEER CORPS.

BRIG. GENERAL O. M. POE,
No. 37 Congress-st, West, Detroit, Mich.

LIEUT. COL. W E. MERRILL,
No. 82 West Third-st, Cincinnati, Ohio.

LIEUT. COL. WALTER MCFARLAND,
P.O box 93, Station A, New York, N.Y.

LIEUT. COL. JOHN W. BARLOW,
P. O. drawer No. 7, Milwaukee, Wis.

MAJOR G. L. GILLESPIE,
P.O.box 102, Station A, New York, N.Y.

MAJOR W. H. BENYAURD,
P. O. drawer 182, Chicago, Ill.

MAJOR L. COOPER OVERMAN,
153 Erie-st, Cleveland, Ohio.

MAJOR CHAS J. ALLEN,
P. O. box H, St. Paul, Minn.

CAPT. CHAS. E. L. DAVIS,
No. 311 Woodward ave., Detroit, Mich.

CAPT. J. B. QUINN,
P. O. lock box 2124, St. Paul, Minn.

CAPT. EDWARD MAGUIRE,
P. O. drawer 185, Buffalo, N. Y.

CAPT. W. L. MARSHALL,
P. O. drawer 42, Milwaukee, Wis.

CAPT. JAMES C. POST,
82 West Third street, Cincinnati, Ohio.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, May 27, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended May 23, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Tonnage. Net.	Home Port.
			SAIL VESSELS.			
106,358	....	Sl.	Albert,	7.19	6.84	Point Pleasant, N. J.
106,359	.....	Sc.	Admiral,	41.43	39 2/100	Baltimore, Md.
126,289	.....	Sc.	Canopus,	71.93	68.33	Gloucester, Mass.
135,842	.....	Sc.	Eliza B.,	29.94	28 44	New Orleans, La.
120 615	.....	....	Franc Miner,	45 90	42.42	Green Bay, Wis.
95,848	.....	Sc.	H. D. Stockman,	10.81	10.27	Au Sable, Mich.
155.114	.....	Sc.	Ocean Spray,	59.30	56 34	Mystic, Conn.
110,670	.....	Sl.	Resolute,	22 78	21.65	Bath, Me.
110,673	.....	Sc.	Rosa Di Lustre,	.....	16.04	Pensacola, Fla.
110.674	.....	Sc.	Ruby,	... .	13.16	Empire City, Oregon.
110,675	.....	Sc.	Rambler,	27.64	26 24	Detroit, Mich.
			STEAM VESSELS.			
126,290	.....	St. p.	Capitola Butt,	56 03	57.03	Omaha, Neb.
126,291	.....	St. p.	Courier,	296 49	296.49	Wheeling, W. Va.
120,616	.....	St.	Florence T.,	.....	30.21	Mobile, Ala.
100,381	.....	St. y.	Ideal,	40.98	32 81	Buffalo, N. Y
100 382	.....	St. p.	Iola,	16.48	8 93	Orange Springs, Fla.
76,576	.....	St. p.	Joppa,	606.54	483.83	Wilmington, Del.
76 577	.....	St. s.	James F. Holt,	69 11	55.16	Milford, Del.
91.762	.....	St. s.	Mary and Joseph,	12.68	6 34	Norfolk, Va.
130,336	.....	St. s.	Nellie,	20.72	12.38	New York, N. Y.
110.670	.....	St. s.	Raymond,	20 11	10.06	Middletown, Conn.
110.672	.....	St. s.	R. A. Seymour, Jr.,	131.46	103 80	Manistee, Mich.
116,047	.....	St. s.	Sarah,	75.07	37 53	Log Town, Miss
145.404	.....	St. s.	Theresa,	25.37	12.69	Newark, N. J.
145,405	.....	St. s.	Tioga,	2085.16	1744.24	Buffalo, N. Y.
81,072	.....	St. s.	Wisconsin,	56.44	28 22	Green Bay, Wis.
81,073	.....	St. s.	Walkatomico,	.....	15 00	Apalachicola, Fla.

JARVIS PATTEN, Commissioner